Delivering Projects on the Ports-to-Plains Corridor

Annual Meeting, September 13-15, 2023

Eagle Pass, Texas

PORTS TO PLAINS ALLIANCE

Ports-to-Plains in New Mexico

- NMDOT — 2045 Freight Plan update relies on National Freight Strategic Goals
  - Safety — Improve the safety, security, and resiliency of the national freight system
  - Infrastructure — Modernize freight infrastructure and operations to grow economy, increase competitiveness, and improve quality of life
  - Innovation — Prepare for the future by supporting the development of data, technologies, and workforce capabilities that improve freight system performance

Ports-to-Plains in New Mexico

- NMDOT 2045 Freight Plan update includes seven National Performance Goals

  - Safety
  - Infrastructure Condition
  - Congestion Reduction
  - System Reliability
  - Freight Movement and Economic Vitality
  - Environmental Sustainability
  - Reduced Project Delivery Delays

Ports-to-Plains in New Mexico

- In 2023 Clayton New Mexico with the support of Ports to Plains, Raton New Mexico, Union County, Colfax County and the Clayton-Union Economic Development submitted a Community Funding Request with the New Mexico Congressional delegation.
- The funding request for **$2 million** to be used for interstate upgrade planning along the corridor.
- This amount includes a $400k state match which was approved by NMDOT

Ports-to-Plains in New Mexico

- **US 64/87 I-25 Raton/Clayton Interchange Study**
- US 64/87 Pavement Rehabilitation - segment 1 of 2 (US 64 east of the NM 193 Junction) ($3.4 million)
- US 64/87 Pavement Rehabilitation - segment 2 of 2 (US 64 east of the NM 453 Junction) ($3.4 million)
- **Clayton Port of Entry Parking Lot ($1.2 million)**

Ports-to-Plains in Oklahoma

- ODOT's Long Range Plan includes seven National Performance Goals
  - Safety and Security
  - Infrastructure Preservation
  - Mobility and Accessibility
  - Economic Vitality
  - Environmental Responsibility
  - Efficient Intermodal System Management and Operation
  - Fiscal Responsibility

Ports-to-Plains in Oklahoma

- Work Plan - Reconstruct / Rehabilitate existing facility **US-287**: Begin 14.94 Mi SE of JCT US-64 (US-412), extend NW 7.00 MI (estimate $7.5 million) (FY 2029)
- Construction - **US-287**: Begin approximately 9.3 miles north of Van Buren St in Boise City, extend north approximately 3.98 miles ($23.4 million)
- Work Plan - **US-287**: Begin approximately 13.28 miles N OF Van Buren St in Boise City, extend north approximately 4.5 miles (estimate $10 million) (FY 2026)

Ports-to-Plains in Colorado

Delivering projects in Colorado means conforming with CDOT's new Greenhouse Gas (GHG) Pollution Reduction Planning Standard

SB 260 requires CDOT to adopt a 10-year plan that complies with the new GHG rule.

WHAT'S NEW:
GHG TRANSPORTATION PLANNING STANDARD

On December 16, 2021, the Transportation Commission voted to approve CDOT's new Greenhouse Gas (GHG) Pollution Reduction Planning Standard to reduce GHG emissions from the transportation sector, improve air quality and reduce smog, and provide more travel options.

The GHG Pollution Reduction Planning Standard is one of several transportation strategies identified in the state's GHG Pollution Reduction Roadmap and is a key requirement established in the 2021 state transportation funding bill (SB 260).

The GHG Pollution Reduction Planning Standard requires CDOT and the state's five Metropolitan Planning Organizations (MPOs) to determine the total pollution and GHG emission increase or decrease expected from future transportation projects and to take steps to ensure that GHG emission levels do not exceed set reduction amounts. This policy recognizes that the transportation projects we build have an impact on how Coloradans travel and encourages choices for travelers across the state.

SB 260 requires CDOT and the Transportation Commission to adopt a 10-Year Plan that complies with the new GHG Rule by October 1, 2022. This version of the Plan meets that requirement. CDOT's website includes a comprehensive GHG Transportation Report, which provides a full analysis of the GHG impacts of the 10-Year Plan using CDOT's state-of-the-art travel demand model.

Regionally Significant Projects

A significant element to the implementation of Greenhouse Gas requirements is the identification of "Regionally Significant Transportation Capacity" projects. These projects result in a fundamental change to the way people travel (e.g., new highway lanes).

Importantly, the rule does not implicate state-of-good-repair projects (e.g., a surface treatment overlay or a bridge rehabilitation or a replacement in-kind), nor does it implicate the vast majority of rural projects, unless they add significant throughput capacity to the system.

This distinction, consistent with legislative direction, creates an important differentiation between those projects that materially alter how the infrastructure will be used or its impact on a community, versus those changes that are strictly asset management.

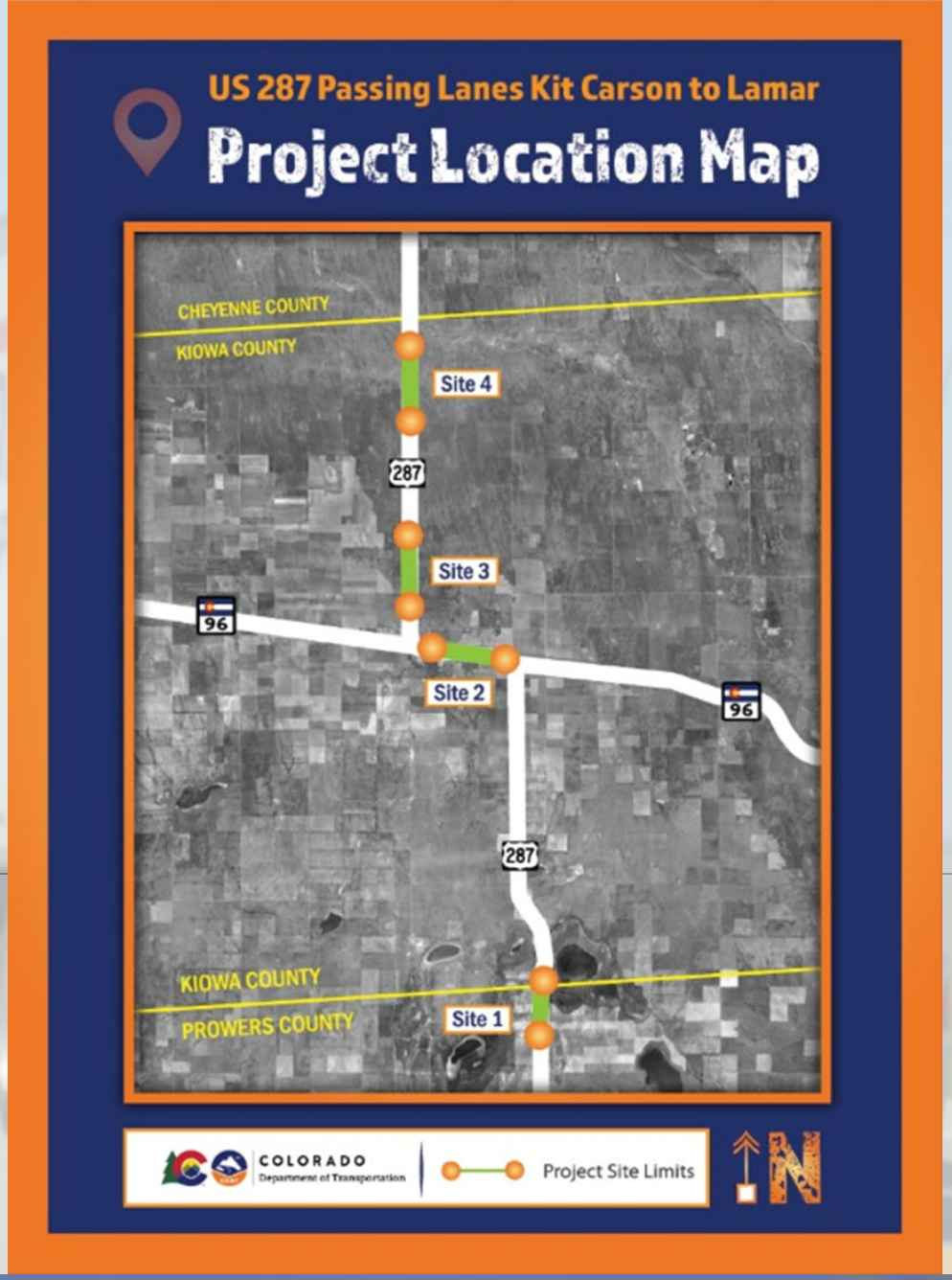
LEARN MORE YTP.codot.gov | YTP@state.co.us

Ports-to-Plains in Colorado

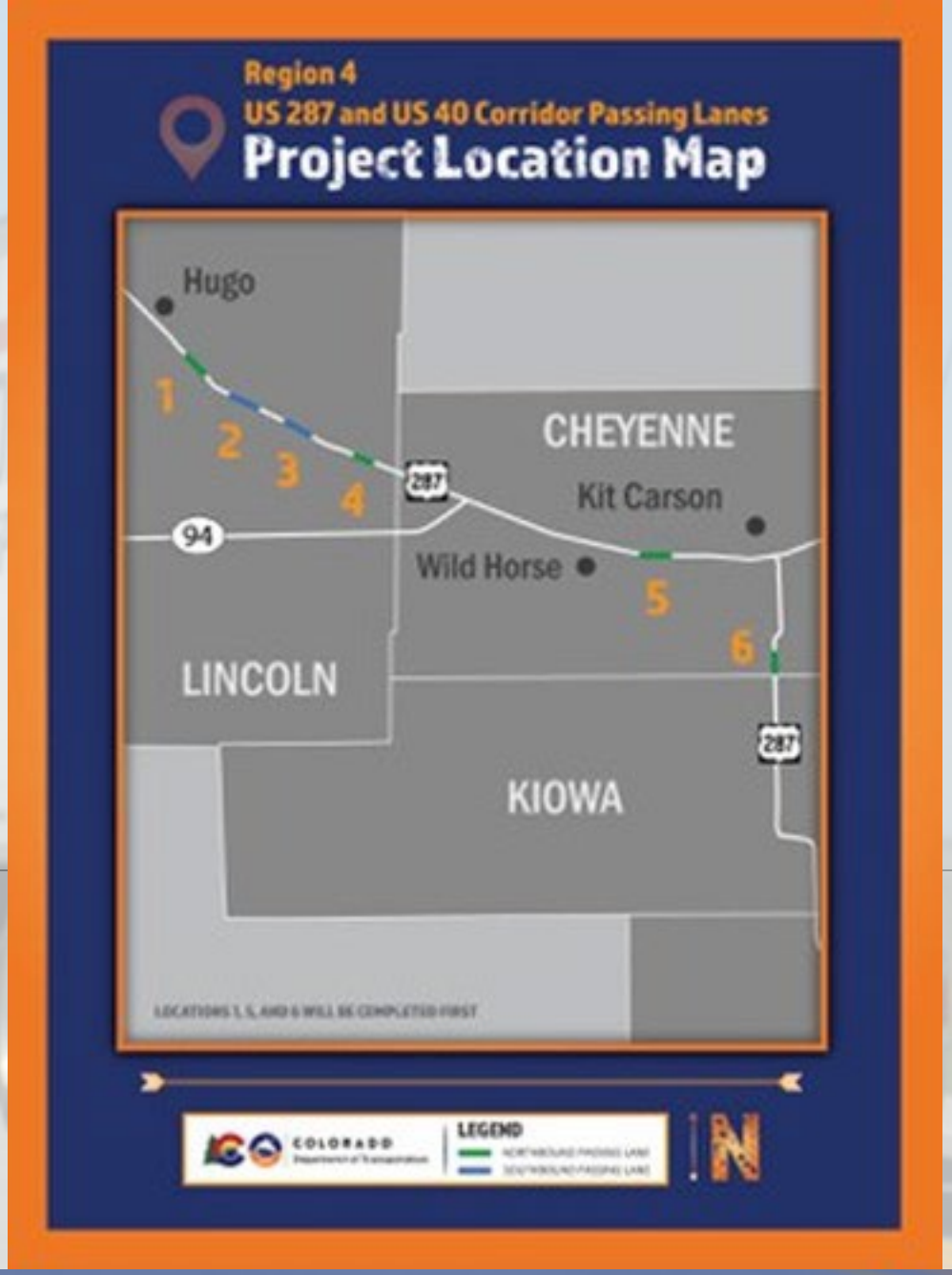
- CDOT completed work to add four passing lanes on **#US287** between Kit Carson and Lamar.
- CDOT completed work on the **US 40/287 Passing Lanes** project.

This project strategically added new passing lanes or extended existing passing lanes at six critical locations along this international freight route. **It is the goal of the Region to provide a minimum of 8 miles of passing lanes for every 20-mile stretch along freight corridors.** The project cost is $20 million.

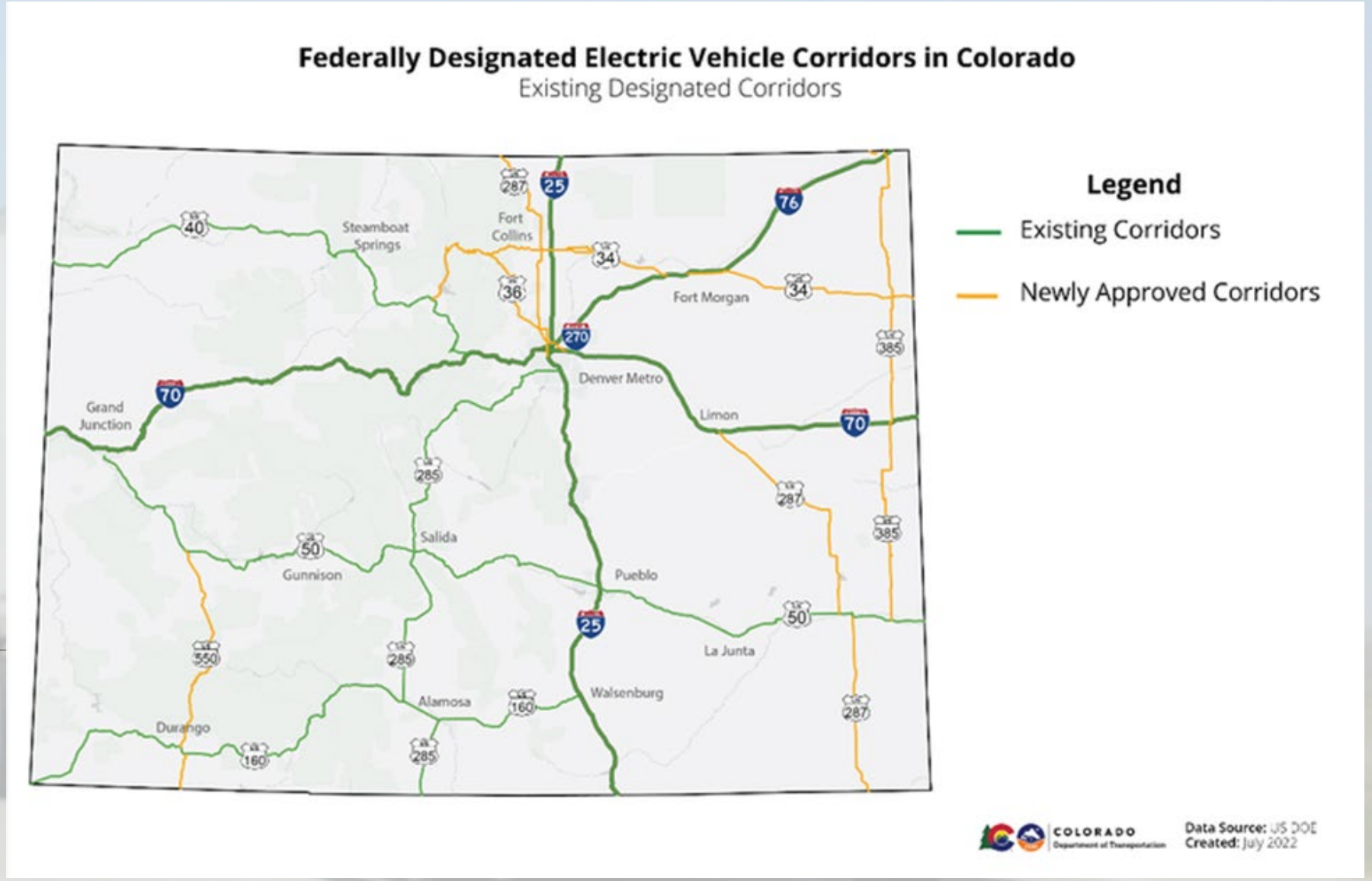
2023 RECENT PASSING LANE PROJECTS (PROWERS AND KIOWA COUNTY)



2023 RECENT PASSING LANE PROJECTS(LINCOLN AND CHEYENNE COUNTY



2023 NEW FEDERAL ELECTRIC VEHICLE CORRIDORS IN COLORADO



Ports-to-Plains in Colorado

- In the Southeast Region, there are two projects in the **10-Year Vision.** The **US 287 Lamar Downtown PCCP – Phase I & Phase 2** provided reconstruction of **US 287** from Savage South to County Road CC (MP 73) and from Hickory Street to Beech Street by the Amtrak station in Lamar in Prowers County. Funding available is **$18 million**.
- The **US 287 Bridge Preventative Maintenance – Phases 1 and 2** maintains two bridges north of Eads and seven close to Springfield in Baca and Kiowa counties. **$5 million is funded** through SB 267.

Ports-to-Plains in Texas

- TxDOT's Freight Plan Goals
  - Safety
  - Asset Preservation
  - Mobility and Reliability
  - Equity
  - Economic Competitiveness
  - Connectivity
  - Stewardship
  - Resiliency and Security
  - Sustainable Funding

Corridor Interstate Feasibility Analysis and Findings

Feasibility analysis considered two scenarios

Baseline

Scenario assumes only currently planned and programmed projects are implemented along the corridor by 2050 as listed in TxDOT's FY 2020 Unified Transportation Program.

Interstate Upgrade

Scenario assumes improvements to provide a continuous-flow, fully access-controlled facility with a minimum of two lanes in each direction separated by a median within a typical 300- to 500-foot right-of-way.

EXTENDING I-27 IS ESSENTIAL TO:

- **Improve Connectivity, Safety, and Mobility**
- **Improve Travel Time and Reduce Travel Time Cost**
- **Improve Freight Movement**
- **Increase Access to Markets for Energy and Agricultural Products**
- **Improve Congestion and Reliability**
- **Facilitate the Flow of Goods and International Trade**
- **Create Jobs and Economic Opportunities**
- **Expand the Local Tax Base**

Safety Findings

The Texas state crash rates indicate the interstate upgrade would have **15 to 25 percent fewer crashes** than a typical US Highway and **35 percent fewer crashes** than a typical State Highway.

These findings indicate the interstate upgrade would lower crashes over the baseline.

Crash rates = the number of crashes per 100 million vehicle miles.

Interstate upgrade estimated crash rate reduction corridor-wide

21%

Annual economic benefit resulting from corridor-wide crash reductions

$450m

Mobility Findings

The interstate upgrade will provide a travel time benefit over the baseline due to **greater travel speed provided by full access control**.

The findings demonstrate the interstate upgrade would provide a travel time benefit over the existing facility.

Travel Time Savings = the amount of time saved due to upgrading the Ports-to-Plains Corridor to an interstate.

When compared to the 2050 baseline, the interstate upgrade would reduce travel times by

Free Flow	Average	Peak
34 minutes	**89** minutes	**146** minutes

Freight Movement Findings

The interstate upgrade would **attract truck traffic from nearby parallel routes**, as well as national routes like I-10, I-35 from Laredo to San Antonio, and I-35 to I-70 from Dallas to Denver.

Also provide **improved access to international trade gateways** of Del Rio, Eagle Pass and Laredo.

Increase corridor average daily truck traffic over 2050 baseline

34%

Reduce average travel times across the corridor

89 minutes

Energy Products to Market Findings

The **reduction in travel time, increased market access radius, and increase in route reliability** provided by the interstate upgrade will help the energy industry transport products to market.

The interstate upgrade would create a **fully access controlled facility** for the entire corridor with improved travel times and reliability for freight, including trucks transporting energy products to market.

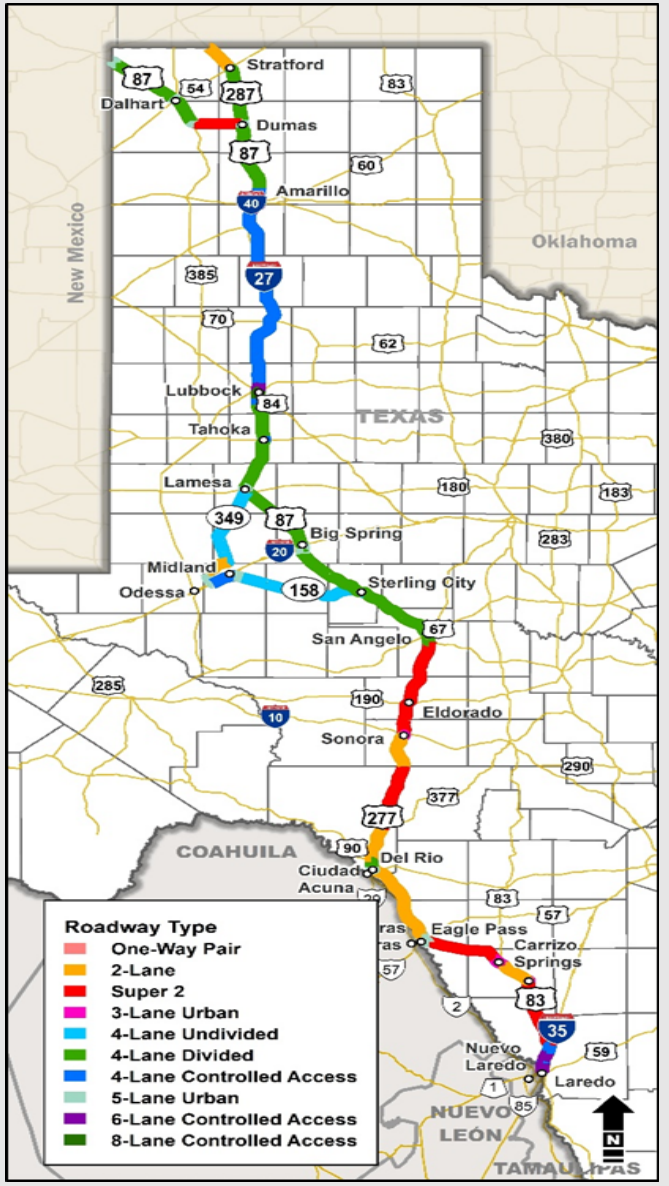
Provide a **safer and more reliable route for trucks** carrying energy products to market when traveling through cities and small towns.

Ports-to-Plains in Texas

- Federal Community Funding Requests in Texas totaled **$12 million** in planning and **$8 million** in Construction
- At the State level language was included in Rider 11 of Article VII in the State appropriations directing TxDOT to emphasize planning on corridors within **60 miles of the border**. This includes 122 miles of our P2P corridor. Project Prioritization will be selected by the **Border Trade Advisory Committee.**

Corridor Characteristics:

- 963 miles of primarily rural area in West and South Texas
- Designated by Congress as a High Priority Corridor on the National Highway System in 1998.
- Spans 26 counties
- Connects to the state's and the nation's strategic trade gateways of Laredo, Eagle Pass, and Del Rio to destinations north, west, and east.



Advisory Committee's Project Recommendations

The Advisory Committee concurs with the Segment Committees and makes these recommendations:

The interstate upgrade projects would extend I-27 by upgrading 811 miles of the existing primarily two-lane corridor to an interstate.

The relief route projects are recommended around communities where upgrading the existing facility to interstate standards would not be feasible. This includes making State Loop 335 in Amarillo a relief route for an interstate upgrade for Amarillo and to dually designate it as SL 335 and US 87 with the existing US 87 being re-designated by TxDOT as Business 87. Also the completion of the current San Angelo Northern Relief Route Study as a relief route for an interstate upgrade for San Angelo, along with implementing relief route projects from Eagle Pass to Laredo as a single plan.

The safety/operational improvement projects complement the interstate upgrade and are low-cost strategies to improve safety and operations along the existing corridor. They are categorized into following types of projects: intersection improvements, grade separation projects, interchange projects, roadway improvements, border patrol check point improvements, and overpass projects.

Recommended Projects

20
Interstate Upgrade Projects

26
Relief Route Projects

32
Safety/Operational Improvement Projects

Although the Committee's recommendations and implementation plan is not financially constrained, it serves as a blueprint for action that should be carried out through a deliberate and concerted corridor-wide project planning, development and programming to upgrade the Ports-to-Plains Corridor to an interstate facility within the next 30 years.

Implementation Plan

59
Short-Term Projects

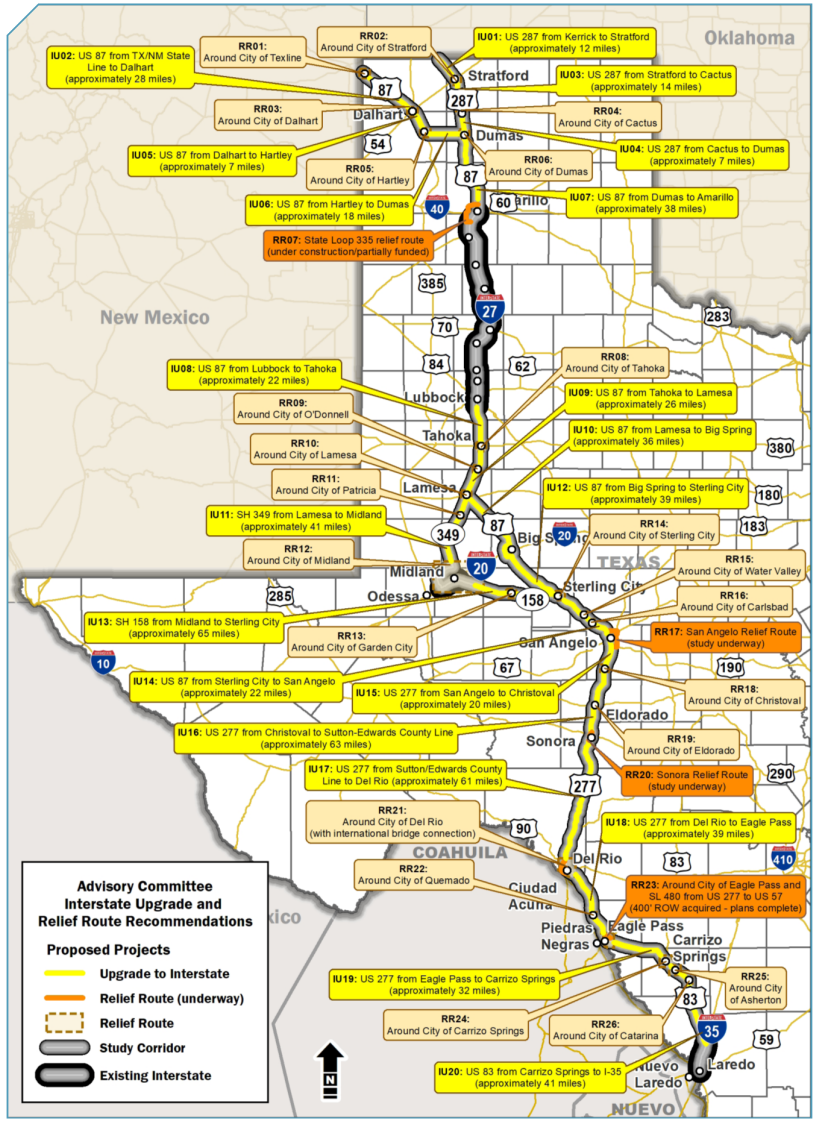
13
Mid-Term Projects

6
Long-Term Projects

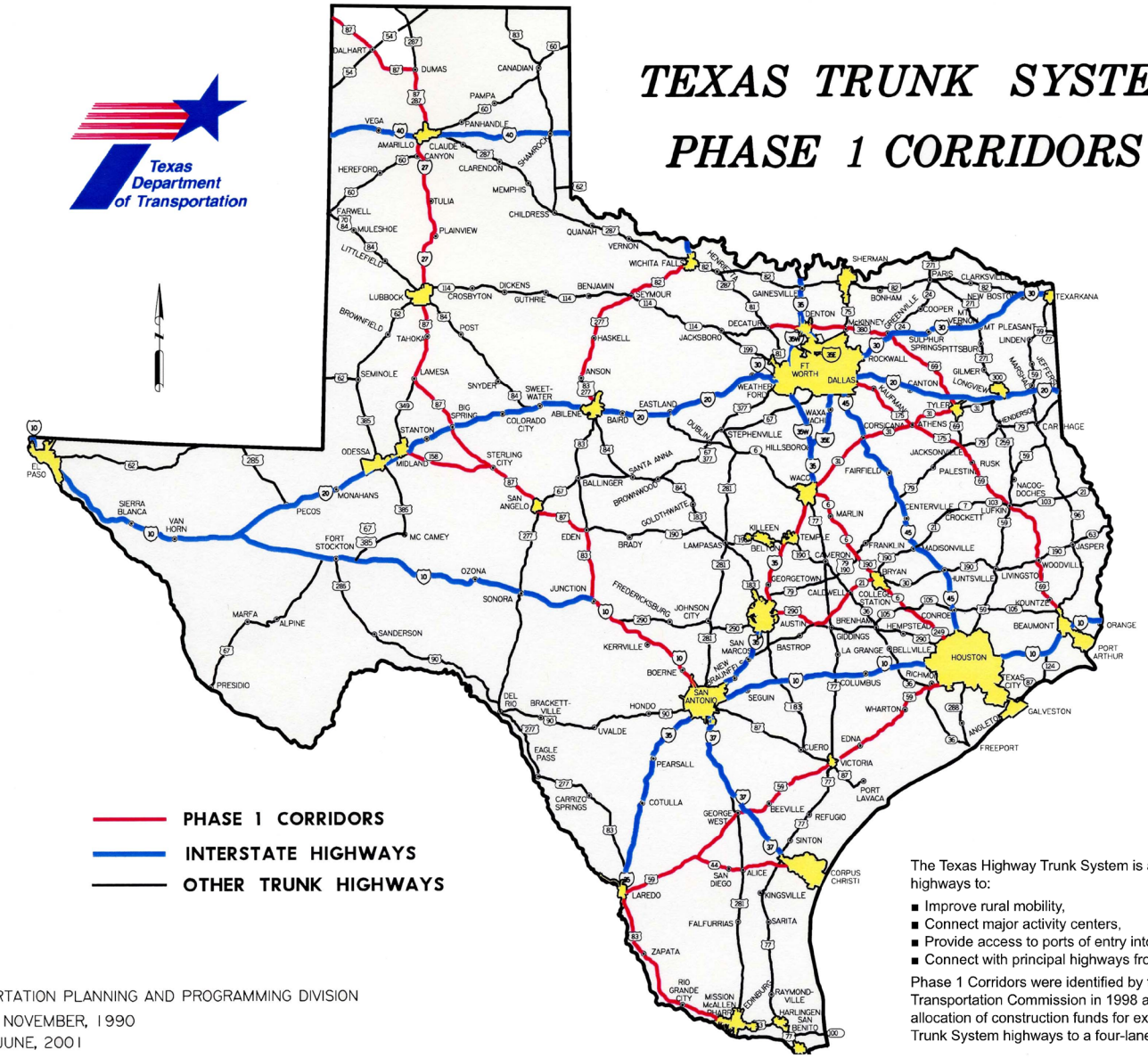
Implementation Plan

The Advisory Committee outlines a practical and realistic implementation plan based on the recommendations of the three Segment Committees and input from the six TxDOT Districts along the corridor. The Advisory Committee understands that it will take TxDOT many years to complete these projects as they will go through several phases from planning, environmental analysis, right-of-way acquisition, design, engineering and construction. Therefore, the Advisory Committee recommends a full upgrade of the Ports-to-Plains Corridor to an interstate facility with projects in the short-term (0-5 years), mid-term (6-10 years), and long-term (11+ years).

The recommended projects are not prioritized. The implementation timeframe is the Advisory Committee's recommendations for planning purposes. However, projects may be accelerated or decelerated based on funding opportunities and other resource allocations needed for implementation and construction.



TEXAS TRUNK SYSTEM
PHASE 1 CORRIDORS



TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
ADOPTED NOVEMBER, 1990
REVISED JUNE, 2001

The Texas Highway Trunk System is a network of rural highways to:

- Improve rural mobility,
- Connect major activity centers,
- Provide access to ports of entry into Texas, and
- Connect with principal highways from adjacent states.

Phase 1 Corridors were identified by the Texas Transportation Commission in 1998 as priority corridors for allocation of construction funds for expanding two lane Trunk System highways to a four-lane divided highway.

Proposed New Key Statewide/Rural Connectivity Corridor: US 83 and Ports-to-Plains (P2P)

- **US 87 & US 83**

TX/NM State Line to I-10

- **US 69 & US 175**

Beaumont to Dallas

- **US 59**

Laredo to Houston

- **US 281**

San Antonio to I-20

- **US 83 and P2P – New Key Corridor**

I-2 to I-10

2024 UTP Project Scoring and Prioritization (Categories 2, 4 and 12)

Statewide Priorities and System Needs

Safety 25%
- Fatal/Incap. Crash Rate
- Fatal/Incap. Crash Count
- Overall Crash Rate

Congestion 25%
- 100 Most Congested Roadways
- Congestion Task Force Projects
- Current and Future Volume/Capacity

Connectivity 25%
- National Highway System
- Texas Trunk System
- Texas Freight Network and Freight Mobility Plan Projects
- Key Rural Corridors
- Energy Sector Regions
- Hurricane Evacuation Routes

Preservation 12.5%
- Pavement Condition Score
- Bridge Sufficiency Score

Economy 12.5%
- Population Density
- Employment Density
- Daily Truck Volume
- Freight Volume

50%

Projected Project Performance

Safety 31.4%
- Reduction in crash count
- Reduction in crash rate
- Societal cost savings

Preservation 20.9%
- Lane miles improved (Pavement Condition)
- Bridge deck area improved (Bridge Condition)

Congestion 19.2%
- Benefit congestion (delay hours)

Connectivity 13.5%
- Lane miles of new roadway

Economic Dev. 9.8%
- Average Daily Traffic
- Average Daily Truck Traffic

Environmental 5.2%
- Environmental mitigation cost
- Project scope addresses environment

50%

Draft 2024 UTP Estimated Investment (Update)

- The draft 2024 UTP includes a total of $100.6 billion dollars distributed across the 12 UTP funding categories for construction
- Projects in the UTP are selected by TxDOT Districts, Metropolitan Planning Organizations (MPOs), or the Texas Transportation Commission using performance-based selection processes
- The UTP guides and authorizes the development of projects estimated to let over the next 10-years, which totals $34.2 billion

	Category and Description	Draft 2024 UTP Distribution ($B)
1	Preventive Maintenance & Rehabilitation	$18.7
2	Metro and Urban Corridor Funding	$11.5
4R	Statewide Connectivity (Rural)	$10.0
4U	Statewide Connectivity (Urban)	$7.8
5	Congestion Mitigation and Air Quality	$2.3
6	Bridge	$4.7
7	Federal Metropolitan Mobility	$5.8
8	Safety	$3.7
9	Transportation Alternatives	$1.7
10	Supplemental Transportation Projects	$1.2
10CR	Carbon Reduction Program	$1.3
11	District Discretionary	$1.5
11ES	Energy Sector	$3.5
11SF	District Safety	$1.2
11CO	Cost Overruns/Change Orders	$0.8
12	Strategic Priority	$14.0
12CL	Strategic Priority (Texas Clear Lanes)	$6.0
	Sub-Total Distribution (Less Cat 3)	$95.6
3	Non-traditional (SUBJECT TO CHANGE)	$5.0
	Total UTP Distribution	$100.6
	Estimated Development Costs	$34.2
	Estimated Routine Maintenance Contracts	$7.5
	Total Ten-Year Estimated Investment in Projects	$142.3

Ports-to-Plains in Texas (2024 UTP)

FY 2024 UTP Project Totals				
TxDOT District	**FY 24 Amounts**	**FY 23 Amounts**	**Change**	**% Change**
Abilene	$16,240,000	$13,000,000	**$3,240,000**	24.92%
Amarillo	$683,775,781	$498,158,951	**$185,616,830**	37.26%
Laredo	$626,460,989	$224,200,000	**$402,260,989**	179.42%
Lubbock	$409,365,558	$219,190,026	**$190,175,532**	86.76%
Odessa	$415,452,332	$168,391,073	**$247,061,259**	146.72%
San Angelo	$18,584,232	$15,000,232	**$3,584,000**	23.89%
Total 10-Year Amount	**$2,169,878,892**	**$1,137,940,282**	**$1,031,938,610**	**90.68%**

Ports-to-Plains in Texas (2024 UTP)

- Abilene – (1 Project) **US 87** around Big Spring (16.2 million)
- Amarillo – (**US 87**, $153 million)(**SL 335**, $258.5 million)(**IH 27**, $271.9 Million)
- Lubbock – (**SL 88**, $263.3 million)(**US 87**, $146 million)
- San Angelo (**US 277**, $15 million)(**US 87**, $3.5 million)
- Odessa – (**IH 20**, $415.5 million)(**SH** 349, $5 million)
- Laredo – (**US 277**, $11 million)(**SL 480**, $119.5 million)(**US 83**, $76 million)(**IH 35**, $419.8 million)

Ports to Plains Trade Alliance

PORTS TO PLAINS CORRIDOR

HEARTLAND EXPRESSWAY

THEODORE ROOSEVELT EXPRESSWAY

“ADVOCACY IS AN ACTIVITY BY AN INDIVIDUAL OR GROUP THAT AIMS TO INFLUENCE DECISIONS WITHIN POLITICAL, ECONOMIC, AND SOCIAL INSTITUTIONS.(WIKI)”